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IMPORTANT INTIMATION.

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(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST, A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, SIAM, INDU-CHINA, NORTH BORNEO, THE PHILIPPINES, AND COREA, FOR THE YEAR 1889.

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The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional men, and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1889 contains a carefully revised

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THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

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Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH" FREDERICK HILL, HONGKONG. Hongkong, 7th January, 1889.

Intimations.

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THE DISPENSARY, FOCHOW.

THE CANTON DISPENSARY, CANTON.

Hongkong, 18th January, 1889.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 13, 1889.

We reported in our issue of yesterday that the local Share Market was in a state of intense excitement in consequence of the sudden development of another of those sensational "booms" which of late have so frequently disturbed the Sabbath calm of that most popular institution. The new "corner" has been established in connection with the scrip of the Hongkong Rope Manufacturing Company, Limited, and how successfully it has been worked is clearly shown by what has transpired since the leading wire-pullers of the movement commenced active operations late on Monday evening. Let us briefly review the history and position of the Hongkong Rope Manufacturing Company, and the present situation can then be seen at a glance. This branch of industry was first started under the general management of Messrs. RUSSELL & Co., assisted by a Consulting Committee, nearly six years ago, and the works have been in active operation ever since—with the exception of several short intervals when the factory has been closed to prevent the accumulation of surplus stock. The capital of the concern is \$150,000, made up of three thousand shares of \$50 each, all of which are fully paid up. The financial results of the enterprise is sufficiently indicated by the annual reports issued by the General Managers. At the latest meeting of shareholders, held on the 13th of last March, the Chairman (Mr. W. H. FORBES) made the following remarks:—

Gentlemen, the accounts having been in the hands of shareholders for the past few days, may, I think, be taken as read. The figures given therein show a considerable advance on those of last year, and I am pleased to say that, so far, our business has continued to improve during the present year. As mentioned in the Report, we found it advisable in view of the heavy stock we had on hand in the early part of the year, to close the factory at intervals; the last time this occurred was in September. Work was resumed about the middle of October, and since then a steady demand for the Company's rope has prevented any accumulation of surplus stock. I regret that the balance is still on the wrong side of profit and loss account, but we have succeeded in reducing the amount from \$25,000, which it was estimated to have risen to on 30th June last, to \$16,657.81 on the 31st December. While we go on as we are now doing, there is little doubt of the balance not being well on the right side of next year's account.

It will thus be seen on the highest authority that up to the 30th June, 1889, the Company had not merely failed to make any return to the shareholders but had actually lost in business operations \$25,000, or one sixth of its entire capital; this debit balance six months later had been reduced to \$16,657.81. At the commencement of last year, therefore, the Company resumed work saddled with a considerable debt, but doubtless with much improved prospects, as indicated by the Chairman. It is worthy of note that on the 13th of last March, the day of

the shareholders' meeting, the Rope Co.'s shares were quoted at \$49, and the quotation remained practically unchanged until about the end of June, when it rose to \$63, and, gradually improving, after occasional fluctuations the rate at the end of last year stood at \$79, a sufficient proof that a remunerative business had resulted from the previous twelve months' working. After the New Year there were always purchasers of "Ropes" in the market, and slowly but surely the quotation advanced until on Monday evening last it stood at \$120. And that brings us to the sensational "corner" which has created quite a panic amongst the share-dealing fraternity.

Early yesterday the ball was set a-rolling with a vengeance; from \$120 the price of the Rope Co.'s scrip rose at one bound to \$150, then to \$175, and finally to \$200 per share. To-day, it is reported, \$250 is the current quotation. It is hardly necessary to point out to business men that this "boom" cannot possibly be justified by the legitimate results of the Company's trading operations. That the past year has been a profitable one may be at once conceded, but that after four years' careful and economical working at a steady loss an ordinary manufacturing business should in the course of a few hours improve in value to the extent of about five hundred per cent. is altogether beyond belief. What then does it all mean? Only one rational conclusion can be drawn, which is that, like similar movements in connection with the China and Manila Co.'s shares, with "Punjoms," and with the scrip of the Steam Launch Company, another barefaced "plant" has been successfully carried out by a gang of enterprising traffickers whose being at large is a standing menace to the well-being of the community at large. A powerful "corner" has been skillfully rigged, and those who have taken liberties with the Rope Co.'s shares, by selling for forward delivery what they never possessed, are most effectually "cornered." As we have frequently stated in dealing with share gambling transactions, we have no sympathy to spare for persons who recklessly undertake to deliver shares they never owned, the actual contract being nothing but a bet on a rise or fall in the stock mentioned. Such persons are quite well aware of the risks they run and the responsibilities they undertake. If the transaction showed a balance on the right side they would expect to receive the amount of their winnings; if it ends in a disastrous loss the other contracting party also quite naturally looks to being paid. So long as time business in shares is conducted on a legitimate basis, although strictly speaking it is immoral and illegal as betting on horse-racing or at *fan-tan*, the consequences generally would not be of a serious nature; but it is the illegitimate devices resorted to by unscrupulous riggers, which bring widespread disasters in their train, and marking in some instances, of which proofs even in this colony are not wanting, the ruined home and the suicide's grave. No, we have no sympathy to spare for the unprincipled "short-seller," who plunges on the "heads I win, tails you lose" principle, but we have pity for the wives and families who are made destitute, and we owe a duty to the community in the interests of public morality. What actually is this "corner" in the Rope Co.'s shares? In plain English it is a combination, by persons who doubtless consider themselves models of honour and probity, to obtain money under false pretences. These shares, it is as certain as anything can be, are not worth one half the rate at present quoted, and it is equally certain that they have been rushed up to that rate by illegitimate means for purposes of gain.

Who are the persons responsible for this latest Stock Exchange scandal? Rumour is busy with the names of a number of individuals who enjoy the credit of having organised the "corner," and if rumour is accurate their identity and responsibility should not be difficult to establish. We have no desire to figure as defendants in another libel suit, and therefore decline to publish any names unless supported by absolute proofs; if proofs are forthcoming we shall not hesitate to take the initiative, and to do our utmost to put down one of the most dangerous abuses this colony has yet known. Meanwhile we venture to suggest that a duty devolves on the General Managers and Consulting Committee of the Hongkong Rope Manufacturing Company, Limited, to at once enlighten the public as to the true position and prospects of that concern. They are the trustees of the shareholders, and as such are under an obligation to preserve the Company from being made a public scandal. There is all the more reason for some authoritative statement on the subject as the names of some persons who are or have been more or less connected with the Company, have been freely bandied about the colony as active movers in the "ring."

TELEGRAMS.

(Special to Hongkong Telegraph.)

ILLNESS OF LI HUNG-CHANG.

CANTON, 13th February.

News has been received here that Li Hung-chang is dangerously ill. In the event of Li's death he will probably be succeeded as Viceroy of Chihli by the Viceroy of Nanking, the latter being relieved by the present Viceroy of Hupeh.

LOCAL AND GENERAL.

THERE will be no Tennis party at the Naval Yard next Saturday.

We are glad to hear that General Cameron is progressing towards recovery.

A VICIOUS-LOOKING old hag was sent to goal for nine months this morning by Mr. Wodehouse, as a warning in future not to "takee lillee gell from poor Chinese."

It has been decided, in consequence of the death of Rear-Admiral Chandler of the United States Navy, to postpone the Masonic Hall until the night of the 25th inst.

On Monday morning, for the second time this month, ice was found on open water at the Peak. It was about a quarter of an inch thick, but the sun had been on it some time.

It is stated that the survey of the section of the Siam Railway between Bangkok and Ayuthia, has now been completed, and that the other sections are being rapidly proceeded with.

MESSRS. Butterfield & Swire inform us that the Ocean Steamship Co.'s steamer *Prometheus*, from Liverpool, left Singapore for this port on the morning of the 11th inst., and is due on the 18th.

THE Dock Company at Sourabaya would appear to be a prosperous and paying concern. For its first financial year, recently terminated, the handsome profit of twenty five per cent. on the paid up capital was realised.

ACCORDING to a Java paper a large syndicate has been started by Europeans and Chinese with the object of smuggling opium from Singapore into Java. The syndicate musters thirty members and the Europeans engage to run the smuggling department, the Chinese undertaking to devise means for selling the drug by retail dealing.

YESTERDAY after tiffin the Chinese servant of Lieut. Scott, of the 91st Regiment, cleared out with a presentation watch worth \$150, a ring, some \$40, and a blanket. Luckily the theft was shortly afterwards discovered, and the police, on being informed, caught the "boy" on the *Powson*, which was to leave that evening for Canton. He had only a few dollars on him, and denied the charge, but on inquiries being made the watch was found in a gambling-house kept, probably, by a receiver. Mr. Wodehouse this morning sentenced the boy to six months' imprisonment.

A SYDNEY daily paper, referring to the sculptured figure representing the Transfiguration in the reredos of the local St. Andrew's Cathedral, says:—

"The Statuary's figure in the new work, on the other hand, has an appearance of stoniness; the countenance is not only unexpressed, it is not even intellectual, and expresses nothing unless it be a look of indifference. The hands, too, are scarcely wrought, and beside the public display of the old design the whole looks rough and unfinished. This, after all, says the *Bulletin*, is the Christ that is worshipped nowadays—a Delly fashioned by the hands of money-grubbing *so-disant* Christians, unintellectual and enshrined in lumpish indifference. Our contemporary's remark is an unconscious satire on the God of the money-bag, and it thus unwittingly casts mud at the Divinity worshipped by the average church-goer from the bottom of his sordid little soul."

In alluding to the translation of a correspondence in the *Lisbon Seculo*, which was published some time since, reporting the existence of Slave trade in Portuguese Africa, a Macao correspondent who is in a position to pronounce a verdict on the facts alleged, writes to us at some length contradicting them. The following is the gist of his letter:—Several *Lisbon* papers have completely refuted the assertions of the *Seculo*'s Angola correspondent. During the writer's residence in Western Africa, he never heard of a single case of officially tolerated slavery. As a Crown Attorney for the Portuguese Government, it would have been his duty to institute enquiries into any case of alleged slave trade. Portuguese legislation for the repression of the obnoxious traffic is very stringent. From the 10th December 1856 when the first decree prohibiting the traffic was issued, to this day, many measures have been taken to suppress the traffic in human beings. In 1824 a treaty was concluded with Great Britain providing for the complete abolition of slave trade, and since then the Portuguese Government had spared no efforts to protect the liberty of the negroes. Although abuses would occasionally crop up, they did not prove that the authorities winked at them or that they were bribed by the clandestine slave dealers to let these gentlemen go unpunished. By the decree of 25th February, 1856 slavery was abolished throughout the whole territory of the Portuguese monarchy; the then existing slaves in some out-of-the-way colony then became freemen. In 1875 they were placed under Government protection, and in 1878 Regulations were promulgated for contracting native servants and workmen in Portuguese Africa and in all the other dependencies. The generality of the workmen employed in the agricultural and industrial districts of the Provinces of Angola and S. Thomé e Principe are people who have been ransomed in the interior of southern Africa. The native tribes are perpetually at war against each other; the prisoners become the conquerors' property, lose all their rights to freedom and to life, and are therefore either reduced to slavery or committed to death. With a view to repress these human barteries, as well as to obtain labourers for the agricultural and industrial districts Agents are appointed in Angola, who proceed to the interior and ransom, for definite sums all the prisoners of war; they then enter into contracts to serve for four or five years in Angola and S. Thomé. The negroes are generally conveyed to the seashore and after having their contracts registered they are sent to their respective destinations. It cannot, moreover, be denied that many employers have committed flagrant abuses of the law, and that the poor negroes have been in many cases treated as real slaves."

THE Concert in aid of the Soldiers and Sailors' Association which was to take place on the 15th inst. has been postponed to Wednesday, the 27th.

MESSRS. Adamson, Bell & Co., agents for the Canadian-Pacific Line, inform us that the steamship *Alyria* arrived at Vancouver from Japan on the 8th inst.

EAN ALBAREL, the unfortunate Frenchman who thought he could retail liquor when he had only a wholesale license, was fined the nominal sum of fifty cents at the Magistracy this morning.

THE Portuguese gunboat *Tajo*, Commander Caminha, arrived this forenoon from Macao in order to take part in the naval demonstration in connection with the funeral of Admiral Chandler.

THE *Java Bode* of the 16th ulto. says:—Sentence in the case of the third batch of the Bantam mutineers was pronounced in the Circuit Court at Chelepon on the 15th inst. Forty-two of the fifty-five accused were acquitted, twelve were sentenced to death and one to fifteen years hard labour in chains. Measures were adopted to banish seven of the acquitted as political offenders. Immediately after sentence had been pronounced, the enquiry in the case of the fourth batch numbering twenty-seven commenced. Among the charges against these is the murder of M. and Madame Groudhout.

A LONG and tedious case has been absorbing the attention of the Chief Justice these last two days, the Attorney-General, Mr. Robinson, Dr. Ho Kai, and Mr. Wai Pui, all being concerned in it on behalf of various interests. It has one peculiar point about which will make the judgment interesting, affecting as it does a deeply-rooted custom amongst the Chinese. A well-to-do Chinaman died some time ago, leaving a son and a man whom he had, years before, adopted as his nephew. A good deal of trouble ensued as to the division of the property, a will, alleged to be forged, was set up by the son, and a caveat was issued by the nephew on the ground that it was forged. Ultimately it was agreed that the nephew should take certain land in China and other property in Hongkong and apply the revenue to the maintenance of the old man's grave and sacrificial ceremonies, this being agreed to by a deed. The son was then allowed to take possession of the rest of the property, and now he says he won't give up the land, &c., which he promised. His lawyers contend that as the nephew was not entitled to anything originally he had no right to issue the caveat, and therefore his agreement to withdraw it did not constitute a "valuable consideration" in return for the land and property. A small case, involving somewhat of the same principle, is also before the Court. Two heirs, minors, have agreed to spend some of their money in a "jois-pigdin," and apply to the Court for leave. The Chief Justice has not yet decided whether they may do so or not. A third case is shortly to be heard, in which no less than \$100,000—half the estate of a rich native—has been left for the same purpose, causing a few irreligious relatives to do considerable howling.

WE take great pleasure in supporting Dr. Candlish's public-spirited proposal, made the other day at the meeting of the Literary Society, to take over and run on more popular lines the Library attached to the City Hall Museum. Of the many desiderata of which the Colony stands in sore need is that of a really useful library, affording access at all hours of the day, and fulfilling all the requirements of that immensely beneficial institution. It has been said that the British people distinguish themselves in all places where they settle by a ship, a church, a cricket field, and a race course. We think the time has come for us to render ourselves equally prominent by carrying a library with us wherever we go; should the concern become too much of an impediment, might we not jettison a great portion of our church-cargo? A library is a real University of learning; it is an all-sufficient substitute for, and in many instances, an effective check to, that paltry waste of a few shillings which is the narrow limits of pulpit and pen. A well-stocked library is as potent a destroyer of religious prejudice, as it is a disseminator of intellectual darkness. Modern Civilisation took its rise in the spirit of learning and in the liberty of the press. It is said that we owe a great deal to the Church; but it is not difficult to demonstrate that Religion has had very little to do with our social, intellectual and industrial advancement. When "society" shook itself free from the religious incubus of the middle ages, when Galileo proclaimed aloud his "E pur si muove" in opposition to all Scriptural and Patriotic authority, when Luther tore to shreds the Papal Bull and placed his foot upon it, then it was that the fathers of freedom were removed from the eyes of the public, and civilisation and progress asserted their rights. Nowhere has the freedom of the press been productive of more good than in England and the British dominions. While our Continental brethren have committed excesses, innumerable on the plea of the privileges of a free press, British writers have been notorious for the sober, sane, they have adopted in their literary, scientific, and religious productions. By the perennial introduction of good books of home production, residents in the Colonies can well afford to dispense with all foreign publications, and whatever their avocations, the requirements may be, they may be sure to find an adequate provision when they resort to sufficient discrimination to the fountain of British literature, science and exegesis. As the supply of books in this Colony is by no means adequate to the demand, it goes without saying that a well organised Public and Circulating Library would be a real boon to this distant offshoot of European civilisation. The present Library attached to the Museum is a good nucleus to start from. In its present form, this Library is practically useless to the majority of residents. It is kept open, I presume, during the hours when nobody except vagabonds, can avail himself of its advantages; and it is regularly closed just when people would like to peep in—after business hours, during the early part of the evening, or on Sundays. And then it is neither a complete library, nor a circulating one. Besides, the rooms are dark, cold, and uncomfortable. There is consequently ample room for the introduction of a public library in the colony, and we hope Dr. Candlish's initiative will meet with a prompt and hearty response from all classes of the community, particularly from the persons directly connected with the management of the City Hall Library.

FUNERAL OF ADMIRAL CHANDLER.

One of the most imposing funeral processions which have been seen in Hongkong for years followed the remains of the late Rear-Admiral Chandler to the Cemetery this afternoon. Just after two o'clock the coffin was carried by six seamen from the grounds of the Naval Hospital to the gateway, the band of the *Imperial* playing the "Dead March" from *Saul*. At the gate it was placed on a gun carriage, covered with a white-starred pall and handsome wreaths, and drawn by a squad of American blue jackets. Vice Admiral Salmon, Rear Admiral Maxwell, and the men from the U.S.S. *Marion* followed as chief mourners, the American flag and deceased's ensign, draped with crape, being in the centre. A small body of gaoi officials came next, and then upwards of seven hundred Highlanders, four deep. The remaining Company of the Northamptonshire Regiment, the Artillery, Marines, and Marine Artillery followed, after them coming contingents of blue jackets from the British men-of-war to the number of nearly a thousand, all with crape bands on their arms. The Naval and Regimental officers followed, H.E. the Governor and staff, the heads of the Government Departments, the Consuls, and a large number of residents bringing up the rear. The long procession wound slowly along to the mournful music and the booming of minute guns from the Harbour, each man-of-war, ending with the *Marion*, taking up the firing. At the entrance to the Cemetery the men formed two deep on each side of the road, and the coffin was raised by the sailors. The pall-bearers were Colonel Wahlers (the American Consul), Colonel Craster, Colonel Forbes-Robertson, Captain Boyce (Marion) Chief Engineer Butterworth, (Marion) and Captain Dunlop. The scene of the interment was distant, being on the western side, just at the foot of the hill. The service was read by the Rev. H. B. Harper, Naval Chaplain, Rev. J. B. Coates, chaplain of H.M.S. *Cordelia*, and the Rev. H. K. Moore, of H.M.S. *Imperial*. At its close a firing-party of marines from the *Marion* advanced and fired three volleys over the grave. A bugler then walked to the grave-side and sounded the call to rest, an unusual and impressive addition to the ceremony, after which the Regimental band played "Thy will be done," and a fatigue party prepared to fill the grave. The coffin was of polished English oak, with a leaden slab, and bore the inscription "Rear Admiral Ralph Chandler, U.S. Navy, Born 3rd August 1829, died 10th February 1889." The details were carried out by Messrs. Stringer and Co.

After leaving the Cemetery the men re-formed, and marched back to town to sprightly tunes.

SPORTING NOTES.

I am indebted to a correspondent for the following particulars of this morning's work at the race-course, having been prevented by indisposition from being personally "on the job." Wisacre, Mr. Hutchings up, galloped a mile and a quarter, going very easily at the finish, in 36, 1.13, 1.52, 2.33 and 3m. 10secs. Ormonde went a mile in company with Altels, winning by two lengths in 2.16—last quarter 34 seconds. Mr. Hutchings rode Anierod over the German Cup course in 2.55, last quarter 37 seconds, taking it easy down the straight.

Cherry Blossom (Mr. Sassoon) and Benhur "powed" a mile and a quarter in 33, 65, 1.42, 2.17 and 2.51; the latter, ridden by a mallow, winning a good race by half a length. Gridiron (Mr. Hutchings) and Daphne (Mr. Greaves) made a fine race for a mile and a half, the Amoy Champion winner finishing by himself in a common canter. The times were 35, 69, 1.43, 2.19, 2.56 and 3.32. The result of this gallop again proved the truth of the old racing proverb that "weight will tell," as Daphne, with "Horse" up, has played with Gridiron in all their previous trials.

Chaser, steered by Mr. Sassoon, was sent a mile and a half in company with Bicycle, the latter winning the trial in 3.25. Chaser's time for a mile was 2.11, and probably that is his best distance. It is as well to point out that all these trials took place on the training track, which is very much faster than the race-course.

AN OLD SPORTSMAN.
Hongkong, 13th February, 1889.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the twentieth ordinary meeting, to be held at the Company's office at three o'clock p.m. on Tuesday, the 19th February, 1889:

Your Directors have the pleasure to submit the Accounts of the Company for the year ending 31st December last.

1887.—The balance in credit of Working Account as per last Report, was \$204,003.90. Deduct Dividend of \$3 per Share, paid in 1888, \$60,000.00. Deduct Claims under 1887 policies paid in 1888, \$4,915.86. Deduct Return premia &c., &c., paid in 1888, 7,716.83. \$13,732.69.

Balance of Profit, \$17,271.21.

This amount the Directors propose to divide as follows: \$40,000 as a Final Dividend to Shareholders, equal to \$4 per share, and making \$5 for the year; and the balance of \$17,271.21 as a Bonus to Contributing Shareholders. Your Directors regret that owing to the unprecedented number of fires that occurred during 1887 and 1888 the Company's loss under 1887 policies were "proportionately" great, and the profit of shareholders thereby reduced.

1888.—The result of this year's working is highly satisfactory. The losses have been so far less than in 1887, and the rates of premium on the best risks are low and competition remains strong. It is proposed to pay a Final Dividend of \$3 per Share out of anticipated profits, as hitherto.

DIRECTORS.

Mr. Hopwood resigned his seat at the Board on his departure from the Colony and Mr. N. A. Sieber was elected to fill the vacancy, which the shareholders will be requested to confirm. Messrs. Forbes and Posenacker retire by rotation and offer themselves for re-election.

AUDITORS.

Messrs. Cass and Lall have audited the accounts now presented, and are eligible for re-election.

A. J. H. H. P. RYKIE, Chairman.

BALANCE SHEET, 31ST DECEMBER, 1888.

Assets: \$400,000.00. Capital Accounts: \$400,000.00. Reserve Fund: \$50,000.00. Accounts Payable: \$10,000.00. Final Dividend: \$10,000.00. Balance at Credit: \$225,443.99. Liabilities: \$225,443.99. Total: \$450,887.98.

Commercial.

CLOSING QUOTATIONS.
 Hongkong and Shanghai Bank—173 per cent. premium, sellers.
 Union Insurance Society of Canton—\$120 per share, sellers.
 China Traders' Insurance Company—\$79 per share, sellers.
 North China Insurance—Tls. 290 per share, buyers.
 Canton Insurance Company, Limited—\$120 per share, sellers.
 Yangtze Insurance Association—Tls. 100 per share, sales.
 Chinese Insurance Company—\$165 per share, buyers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$380 per share, buyers.
 China Fire Insurance Company—\$86 per share, buyers.
 Mongkong and Whampoa Dock Company, 32 per cent. premium, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$28 per share, ex. div. sellers.
 China and Manila Steam Ship Company—175 per share, sellers.
 Hongkong Gas Company—\$135 per share, sellers.
 Hongkong Hotel Company—\$170 per share, nominal.
 Indo-China Steam Navigation Company, Limited—par, buyers.
 Douglas Steamship Company—\$72 per share, buyers.
 China Sugar Refining Company, Limited—\$212 per share, buyers.
 Laron Sugar Refining Company, Limited—\$90 per share, sellers.
 Hongkong Ice Company—\$97 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$30 per share.
 Hongkong Dairy Farm Co., Limited—\$124 per share, sellers.
 A. S. Watson & Co., Limited—100 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—11 per cent. premium.
 Mongkong Rope Manufacturing Company, Limited—\$200 per share, buyers.
 Perak Tin Mining and Smelting Company—\$5 per share, nominal.
 Punjong and Sunghie Dua Samantan Mining Co.—\$164 per share, buyers.
 Hongkong and Kowloon Wharf and Godown Company—91 per cent. premium, buyers.
 Tongkui Coal Mining Co.—100 per cent. premium, buyers.
 The Hongkong High-Level Tramway Co., Limited—210 per cent. premium, sellers.
 The East Borneo Planting Co., Limited—\$50 per share, sellers.
 The Songei Koyah Planting Co., Ltd.—\$42 per share, sellers.
 Cruickshank & Co., Ltd.—\$45 per share, sellers.
 The Steam Launch Co., Limited—100 per cent. premium, nominal.
 The Austin Arms Hotel and Building Co., Ltd.—30 per cent. div. buyers.
 The China-Borneo Co., Ltd.—30 per cent. prem. sellers.
 The Green Island Cement Co.—\$221 per share, buyers.

EXCHANGE.
 ON LONDON.—Bank, T. T. 3/04
 Bank Bills, on demand 3/04
 Bank Bills, at 30 days' sight 3/04
 Bank Bills, at 4 months' sight 3/04
 Credits at 4 months' sight 3/11
 Documentary Bills, at 4 months' sight 3/11
 ON PARIS.—Bank Bills, on demand 3/72
 Credits, at 4 months' sight 3/90
 ON INDIA, T. T. 218
 On Demand 220
 ON SHANGHAI.—Bank, T. T. 711
 Private, 30 days' sight 721

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul.....\$680
 (Allowance, Tails 4 to 32).
 OLD MALWA, per picul.....\$690
 (Allowance, Tails 16 to 13).
 NEW PATNA (without choice) per chest.....\$580
 NEW PATNA (first choice) per chest.....\$584
 NEW PATNA (bottom) per chest.....\$592
 NEW PATNA (second choice) per chest.....\$594
 NEW BENARES (without choice) per chest.....\$570
 NEW BENARES (bottom) per chest.....\$570
 NEW PERSIAN (best quality) per picul.....\$550
 OLD PERSIAN (best quality) per picul.....\$550
 OLD PERSIAN (second quality) per picul.....\$475

MAILS EXPECTED.

THE FRENCH MAIL.
 The M. M. steamer *Yangtze*, with the French mail, is to leave Saigon to-day at 10 p.m. for this port.

THE AMERICAN MAIL.
 The P. M. S. S. Co.'s steamer *City of Peking*, with the American mail of 15th ultimo, left Yokohama on the 9th instant, at daylight, and is expected here on or about the 15th.

The O. & O. S. S. Co.'s steamer *Arabic*, with the American mail, left San Francisco on the 24th ultimo, and is due here on the 26th instant.

THE INDIAN MAIL.
 The steamer *Yagan*, with the Indian mail, left Singapore on the 10th instant, and is due here on the 16th.

THE AUSTRALIAN MAIL.
 The E. & A. S. S. Co.'s steamer *Tannadice* left Port Darwin for this port on the 8th instant, and may be expected to arrive on the 17th.

THE CANADIAN MAIL.
 The steamer *Parthia*, from Vancouver, left Yokohama for Shanghai and Hongkong.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s extra steamer *Khiva*, from Bombay, left Singapore on the 7th instant, and may be expected here on the 13th.
 The 'Union' line steamer *Highland*, from London, left Singapore for this port on the 7th instant, and may be expected to arrive on the 13th.

The Ocean Steamship Co.'s steamer *Prometheus*, from Liverpool, left Singapore on the 11th instant, and is due here on the 18th.
 The 'Ben' line steamer *Bentley* left Singapore on the 12th instant, and is expected here on the 19th.

Shipping.

ARRIVALS.
 CARDIGANSHIRE, British steamer, 1,629, Bice, 13th Feb.—London, via Singapore 2nd Feb., General—Adams, Bell & Co.
 GLENAGLO, British steamer, 1,935, J. Jacobs, 13th Feb.—Shanghai 10th Feb., Rice and General—Jardine, Matheson & Co.
 KWANLOE, Chinese steamer, 1,504, Andrew, 13th Feb.—Whampoa 13th Feb., General—C. M. S. N. Co.

SARTRÉ, French steamer, 470, Lehnede, 13th Feb.—Kobe 7th Feb., Sapinwood—A. R. Marly.
 MIKE MARU, Japanese steamer, 3,503, Somers, 13th Feb.—Kutchinoku 8th Feb., Coal—Mitsui Bussan Kaisha.
 TEJO, Portuguese gunboat, Commander Caminha, 13th Feb.—Macao 13th Feb., General—Jardine, Matheson & Co.
 ACTIV, Danish steamer, 355, Revibek, 13th Feb.—Macao 13th Feb., General—Arnhold, Karberg & Co.

CLEARANCES AT THE HARBOUR OFFICE.
 BELGIE, British steamer, for Yokohama, &c. Belgio, British steamer, for Singapore.
 AMOY, German steamer, for Shanghai.
 ANTONOR, British steamer, for Shanghai.
 GLENAGLO, British steamer, for Singapore.
 GLENAGLO, British steamer, for Singapore.
 MARIA TERESA, Austro-Hungarian steamer, for Singapore.

DEPARTURES.
 February 13, *Namoa*, British steamer, for Swatow, &c.
 February 13, *Propontis*, British steamer, for Hoihow, &c.
 February 13, *Bentley*, British str., for Saigon.
 February 13, *Soochow*, British steamer, for Hoihow.
 February 13, *Menelaus*, British steamer, for Amoy, &c.
 February 13, *Peninsular*, British steamer, for Singapore, &c.
 February 13, *Belgie*, British steamer, for Yokohama, &c.
 February 13, *Glenyon*, British steamer, for Shanghai.
 February 13, *Maria Teresa*, Austro-Hungarian steamer, for Singapore, &c.
 February 13, *Benglo*, British steamer, for Singapore, &c.

PASSENGERS—ARRIVED.
 Per *Glenyon*, str., from Shanghai for London.—Mr. Hanson.

DEPARTED.
 Per *Namoa*, str., for Swatow, &c.—Messrs. Windsor and With 3 Europeans and 150 Chinese.

Per *Peninsular*, str., from Hongkong for Singapore, Mrs. and Miss Simon, Mrs. and Miss Schmidt and native servant, and Mr. Jones Hughes. For Colombo.—Mr. and Mrs. Hammond. For Bombay.—Mrs. Goordas and native servant, Mrs. Thivardas, and Mr. H. Parimall. For Marseille.—Mr. Coulet. For London.—Mr. and Mrs. Duncan, Mrs. J. Cook and 2 children, Miss Ada Smith, Messrs. George Grieve and MacDonald. From Shanghai for Venice.—Dr. J. Ward Hall. For London.—Messrs. Stoddart and Shoda. From Yokohama for Singapore.—Mrs. Shoshoe. For Penang.—Mr. Thompson. For London.—Mr. M. Russell.

Per *Belgie*, str., for Yokohama.—Mr. J. R. Best, 4 Japanese and 1 Chinese. For San Francisco.—Mrs. H. R. Smith, Dr. W. F. Thurston, and Mr. Thor. Richards.

Per *Deucalion*, str., for London.—4 Europeans (steerage).

Per *Benglo*, str., for Singapore.—12 Chinese.

Per *Amoy*, str., for Shanghai.—14 Chinese.

Per *Glenaglo*, str., for Singapore.—7 Europeans.

Per *Glenaglo*, str., for Singapore.—1 European.

Per *Maria Teresa*, str., for Singapore.—4 Europeans and 117 Chinese.

REPORTS.
 The British steamship *Glenaglo* reports that she left Shanghai on the 10th instant. Had fresh north-west wind; thence to port had light winds and fine clear weather with smooth sea.

The Japanese steamship *Mike Maru* reports that she left Kutchinoku on the 8th instant. Had strong north-west gale on the 10th; thence light wind and smooth water with clear weather to Hongkong.

The British steamship *Cardiganshire* reports that she left London, via Singapore on the 2nd instant. Had very strong monsoon and current from 7 deg. of latitude to 10 north. Experienced strong northerly gale and high sea with current, thence very strong winds up to yesterday.

Post Office.

A MAIL WILL CLOSE.
 For Shanghai.—Per *Antenor*, to-morrow, the 14th instant, at 3.30 P.M.
 For Shanghai.—Per *Kwangle*, to-morrow, the 14th instant, at 3.30 P.M.
 For Shanghai.—Per *Yikang*, to-morrow, the 14th instant, at 5.00 P.M.
 For Nagasaki, Kobe, and Yokohama.—Per *Cardiganshire*, to-morrow, the 14th instant, at 5.00 P.M.
 For Bangkok.—Per *Phra Chom Kiao*, to-morrow, the 14th instant, at 5.00 P.M.
 For Singapore, Java, Sydney, Melbourne, and Adelaide.—Per *Airline*, on Friday, the 15th instant, at 3.30 P.M.
 For Straits and London.—Per *Glenaglo*, on Friday, the 15th instant, at 3.30 P.M.
 For Nagasaki, Kobe, and Yokohama.—Per *Ancona*, on Friday, the 15th instant, at 5.00 P.M.
 For Europe, &c.—Per *Braunschweig*, on Saturday, the 16th instant, at 5.00 P.M.
 For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Melbourne*, on Wednesday, the 20th instant, at 11.00 A.M.

SHIPPING IN HONGKONG.

ARRIVALS.
 AIRLIE, British steamer, W. Ellis, 5th Feb.—Sydney 17th Jan., via Townsville, Cooktown, and Thursday Island 25th, General—Russell & Co.
 ANCONA, British steamer, 1,888, W. J. Webber, 11th Feb.—Yokohama 2nd Feb., Mail and General.—P. & O. S. N. Co.
 AMOY, German steamer, 814, R. Kohler, 12th Feb.—Whampoa 12th Feb., General—Steenensen & Co.
 ANTONOR, British steamer, 1,376, J. Greer, 12th Feb.—Singapore 5th Feb., General—Butterfield & Swire.
 APINRADE, German steamer, 1,473, Hohlmann, 21st Jan.—Nagasaki 17th Jan., Coal.—Wieler & Co.
 ASHINGTON, British steamer, 809, Zindel, 1st February—Steenensen & Co.
 CHINA, German steamer, 1,093, P. Hare, 4th Feb.—Saigon 30th January, General—Woo Lee.
 DECIMA, German steamer, 965, W. Breitung, 28th Jan.—Singapore 16th Jan., Sugar.—Steenensen & Co.
 DON JUAN, Spanish steamer, 654, J. M. Marques, 1st Feb.—Manila 29th Jan., General.—Brandão & Co.
 DUBURG, German steamer, 921, C. F. Bertelsen, 8th Feb.—Bangkok 31st January, Rice.—Melchers & Co.
 FALABAR, British steamer, 1,058, W. B. Harbridge, 3rd Feb.—Marselles 6th Nov., and Saigon 28th January, Petroleum.—Howett & Co.
 FAIR, British steamer, 1,177, A. Stapan—Hongkong and Whampoa Dock Co.
 FORKIN, British steamer, 1,091, J. Lewis, 10th Feb.—Tamsui 7th Feb., Amoy 8th, and Swatow 9th, General.—D. Laprak & Co.

STEAMERS.

DEPARTURES.
 February 13, *Namoa*, British steamer, for Swatow, &c.
 February 13, *Propontis*, British steamer, for Hoihow, &c.
 February 13, *Bentley*, British str., for Saigon.
 February 13, *Soochow*, British steamer, for Hoihow.
 February 13, *Menelaus*, British steamer, for Amoy, &c.
 February 13, *Peninsular*, British steamer, for Singapore, &c.
 February 13, *Belgie*, British steamer, for Yokohama, &c.
 February 13, *Glenyon*, British steamer, for Shanghai.
 February 13, *Maria Teresa*, Austro-Hungarian steamer, for Singapore, &c.
 February 13, *Benglo*, British steamer, for Singapore, &c.

RIVER STEAMERS.

Faishan, British steamer, 2,260, S. W. Goggin.—Hongkong, Canton, & Macao Steamboat Co.
 Hankow, British steamer, 2,335, Lloyd.—Butterfield & Swire.
 Ho-nam, British steamer, 1,377, G. B. Lefavour.—Hongkong, Canton, & Macao Steamboat Co.
 ICHANG, British steamer, 1,950, T. Shaw.—Butterfield & Swire.
 Kie-kiang, British steamer, 617, W. E. Clarke.—Hongkong, Canton, & Macao Steamboat Co.
 Kiang-chow, British steamer, 159, McIver.—Hongkong, Canton, & Macao Steamboat Co.
 Pasi, Chinese steamer, 234, J. W. Stavers.—Tok Kee (laid up for repairs).
 Kiang-ping, Chinese steamer, 360, Holmick.—China Merchants S. N. Co.
 Powan, British steamer, 1,890, J. P. Hoyland.—Hongkong, Canton, & Macao Steamboat Co.
 White Cloud, British steamer, 527, W. J. Risby.—Hongkong, Canton, & Macao Steamboat Co.

HER BRITANNIC MAJESTY'S SHIPS.

Alacrity, despatch-vessel, 1,400 tons, 3,180 h.p., 4 guns, Commander R. Blair Macdonochie, Hongkong.
 Cockchafer, gunboat, 2nd-class, 460 tons, 470 h.p., 4 guns, Lieut.-Commander E. Maxwell, Hongkong.
 Constance, cruiser, 3rd-class, 2,380 tons, 2,500 h.p., 14 guns, Captain L. C. Keppel, Yokohama.
 Cordelia, cruiser, 3rd-class, 2,380 tons, 2,500 h.p., 14 guns, Capt. H. H. Boys, Hongkong.
 Esk, gunboat, 3rd-class, Coast Defence, 163 tons, 240 h.p., 3 guns, Gunner W. Weeks, Hongkong, in reserve.
 Espoir, gunboat, 2nd-class, 460 tons, 470 h.p., 4 guns, Lieutenant-Comdr. R. V. Smith, Amoy.
 Firebrand, gunboat, 2nd-class, 455 tons, 460 horse-power, 4 guns, Lieut.-Commander J. Denison, Shanghai.
 Heroine, cruiser, 3rd-class, 1,420 tons, 1,130 h.p., 8 guns, Captain Charles J. Balfour, en route to Hongkong.
 Impulse, twin-screw cruiser, 5,400 tons, 10,000 horse-power, 10 guns, Captain Wm. H. May, Flag of Commander-in-Chief, Hongkong.
 Leander, cruiser, 2nd-class, 3,750 tons, 5,500 h.p., 10 guns, Captain M. J. Dunlop, Hongkong.
 Linnet, gun-vessel, 2nd-class, 756 tons, 1,050 h.p., 9 guns, Commander W. H. Martack, Hongkong.
 Merlin, gunboat, 2nd-class, 430 tons, 430 h.p., 4 guns, Lieut.-Comdr. G. H. Yonge, Hongkong.
 Mutine, sloop, 1,130 tons, 1,120 h.p., 10 guns, Commander J. H. Martin, Shanghai.
 Myrmidon, surveying-ship, Hon. Foley C. P. Vereker, Hongkong.
 Orion, twin-screw battleship, 2nd-class, 4,870 tons, 4,040 horse-power, 4 guns, Captain H. J. Carr, Singapore.
 Porpoise, gunboat, 2nd-class, 1,750 tons, 1,500 horse-power, Commander R. W. White, Hongkong.
 Rambler, surveying-vessel, 830 tons, 690 h.p., 3 guns, Commander W. A. Moore, Hongkong.
 Rattler, gunboat, 1st-class, 670 tons, 1,200 h.p., 8 guns, Lieutenant-Commander W. H. M. Feagall, Hongkong.
 Sapphire, cruiser, 3rd-class, 1,970 tons, 2,350 h.p., 12 guns, Captain W. C. Kamalake, Singapore.
 Satellite, cruiser, 3rd-class, 1,420 tons, 1,420 h.p., 8 guns, Captain T. P. W. Nesham, en route to Hongkong.
 Swift, gun-vessel, 2nd-class, 750 tons, 1,010 h.p., 9 guns, Commander R. Bingham, Sandakan.
 Tweed, gunboat, Coast Defence, 3rd-class, 364 tons, 540 h.p., 3 guns, Boatwain J. M. Shee, Hongkong, in reserve.
 Victor Emmanuel, receiving ship, 1,177 tons, 30 guns, Commodore Maxwell, Hongkong.
 Wivenhoe, Coast Defence ship (armoured), 2,770 tons, 2,450 h.p., 4 guns, Gunner D. W. Hawkins, Hongkong, in reserve.
 Wanderer, sloop, 921 tons, 750 h.p., 4 guns, Commander G. A. Giffard, Singapore.

HONGKONG—STEAMERS.

Continued.
 FOOK-CHING, British steamer, 77, A. Christian, 7th Feb.—Foonchow 5th Feb., General—Kao Hong Take.
 GLENAGLO, British steamer, 1,837, Park, 12th Feb.—Kobe 6th Feb., General—Jardine, Matheson & Co.
 KUTSUNG, British steamer, 1,495, Wood, 12th Feb.—Whampoa 12th Feb., General—Jardine, Matheson & Co.
 MELITA, German steamer, 339, H. Möck, 9th Jan.—Haiphong 5th Jan., Rice.—Wieler & Co.
 NIKERSTERN, German steamer, 731, Bartels, 11th Feb.—Whampoa 11th February, General—Melchers & Co.
 PAKSHAN, British steamer, 835, James Young, 11th Feb.—Amoy 10th Feb., Ballast—Hop Hing Hong.

PHRA CHOM KLAO, British steamer, 1,011, W. H. Watson, 6th Feb.—Bangkok 30th Jan., General—Yuen Fat Hong.
 PILOT FISH, British steamer, 161, A. Stapan—Hongkong and Whampoa Dock Co.
 PROVINCIA, British steamer, 1,095, Mackenzie, 29th Jan.—Kudat 8th Jan., and Singapore 21st, Timber.—Captain.

TAIYUAN, British steamer, 1,500, A. Varden, 13th Jan.—Wellington, N.Z., 24th Nov., and Sourabaya 25th Dec., General—Butterfield & Swire.
 YIKSANG, British steamer, 886, Moncur, 12th Feb.—Whampoa 12th Feb., General—Jardine, Matheson & Co.

SAILING VESSELS.

ARCHOS, British bark, 419, C. Hansen, 8th Feb.—Amoy 6th February, Coal.—Chinese.
 ADAM W. SPIES, American bark, 1,171, A. D. Field, 22nd Jan.—Newcastle, N.S.W., 3rd Dec., Coal.—Russell & Co.
 AUGUSTA, German bark, 473, Jensen, 5th Dec.—Hilo 18th Nov., Sanpanwood.—Ed. Schellhass & Co.
 BENGALE, British bark, 544, Scott, 17th Jan.—Singapore 24th Sept., Timber.—Melchers & Co.
 COLOMA, American bark, 852, C. M. Wages, Dec.—Portland (Oregon) and Nov. Lumber and Spars.—Captain.

EMK, British bark, 778, W. Summers, 23rd Jan.—London and October, General—Melchers & Co.
 ENKORING, Chinese bark, 457, Opium Examination bulk, Stonecutters' Island.—Chinese Customs.
 ESCORT, American bark, 636, Waterhouse, 20th Jan.—Honolulu 14th December, Ballast—Captain.

JOHN NICHOLSON, British steamer, 688, W. Quine, 18th Dec.—Honolulu 16th Nov., Ballast—Captain.
 MERCURY, British schooner, 361, David Thomas, 4th Feb.—Freemantle 22nd Dec., Sandalwood.—Jardine, Matheson & Co.
 STATE OF MAINE, American ship, 1,407, Nickels, 1st Feb.—Shanghai 27th Jan., General—Pustau & Co.

RIVER STEAMERS.

Faishan, British steamer, 2,260, S. W. Goggin.—Hongkong, Canton, & Macao Steamboat Co.
 Hankow, British steamer, 2,335, Lloyd.—Butterfield & Swire.
 Ho-nam, British steamer, 1,377, G. B. Lefavour.—Hongkong, Canton, & Macao Steamboat Co.
 ICHANG, British steamer, 1,950, T. Shaw.—Butterfield & Swire.
 Kie-kiang, British steamer, 617, W. E. Clarke.—Hongkong, Canton, & Macao Steamboat Co.
 Kiang-chow, British steamer, 159, McIver.—Hongkong, Canton, & Macao Steamboat Co.
 Pasi, Chinese steamer, 234, J. W. Stavers.—Tok Kee (laid up for repairs).
 Kiang-ping, Chinese steamer, 360, Holmick.—China Merchants S. N. Co.
 Powan, British steamer, 1,890, J. P. Hoyland.—Hongkong, Canton, & Macao Steamboat Co.
 White Cloud, British steamer, 527, W. J. Risby.—Hongkong, Canton, & Macao Steamboat Co.

HER BRITANNIC MAJESTY'S SHIPS.

Alacrity, despatch-vessel, 1,400 tons, 3,180 h.p., 4 guns, Commander R. Blair Macdonochie, Hongkong.
 Cockchafer, gunboat, 2nd-class, 460 tons, 470 h.p., 4 guns, Lieut.-Commander E. Maxwell, Hongkong.
 Constance, cruiser, 3rd-class, 2,380 tons, 2,500 h.p., 14 guns, Captain L. C. Keppel, Yokohama.
 Cordelia, cruiser, 3rd-class, 2,380 tons, 2,500 h.p., 14 guns, Capt. H. H. Boys, Hongkong.
 Esk, gunboat, 3rd-class, Coast Defence, 163 tons, 240 h.p., 3 guns, Gunner W. Weeks, Hongkong, in reserve.
 Espoir, gunboat, 2nd-class, 460 tons, 470 h.p., 4 guns, Lieutenant-Comdr. R. V. Smith, Amoy.
 Firebrand, gunboat, 2nd-class, 455 tons, 460 horse-power, 4 guns, Lieut.-Commander J. Denison, Shanghai.
 Heroine, cruiser, 3rd-class, 1,420 tons, 1,130 h.p., 8 guns, Captain Charles J. Balfour, en route to Hongkong.
 Impulse, twin-screw cruiser, 5,400 tons, 10,000 horse-power, 10 guns, Captain Wm. H. May, Flag of Commander-in-Chief, Hongkong.
 Leander, cruiser, 2nd-class, 3,750 tons, 5,500 h.p., 10 guns, Captain M. J. Dunlop, Hongkong.
 Linnet, gun-vessel, 2nd-class, 756 tons, 1,050 h.p., 9 guns, Commander W. H. Martack, Hongkong.
 Merlin, gunboat, 2nd-class, 430 tons, 430 h.p., 4 guns, Lieut.-Comdr. G. H. Yonge, Hongkong.
 Mutine, sloop, 1,130 tons, 1,120 h.p., 10 guns, Commander J. H. Martin, Shanghai.
 Myrmidon, surveying-ship, Hon. Foley C. P. Vereker, Hongkong.
 Orion, twin-screw battleship, 2nd-class, 4,870 tons, 4,040 horse-power, 4 guns, Captain H. J. Carr, Singapore.
 Porpoise, gunboat, 2nd-class, 1,750 tons, 1,500 horse-power, Commander R. W. White, Hongkong.
 Rambler, surveying-vessel, 830 tons, 690 h.p., 3 guns, Commander W. A. Moore, Hongkong.
 Rattler, gunboat, 1st-class, 670 tons, 1,200 h.p., 8 guns, Lieutenant-Commander W. H. M. Feagall, Hongkong.
 Sapphire, cruiser, 3rd-class, 1,970 tons, 2,350 h.p., 12 guns, Captain W. C. Kamalake, Singapore.
 Satellite, cruiser, 3rd-class, 1,420 tons, 1,420 h.p., 8 guns, Captain T. P. W. Nesham, en route to Hongkong.
 Swift, gun-vessel, 2nd-class, 750 tons, 1,010 h.p., 9 guns, Commander R. Bingham, Sandakan.
 Tweed, gunboat, Coast Defence, 3rd-class, 364 tons, 540 h.p., 3 guns, Boatwain J. M. Shee, Hongkong, in reserve.
 Victor Emmanuel, receiving ship, 1,177 tons, 30 guns, Commodore Maxwell, Hongkong.
 Wivenhoe, Coast Defence ship (armoured), 2,770 tons, 2,450 h.p., 4 guns, Gunner D. W. Hawkins, Hongkong, in reserve.
 Wanderer, sloop, 921 tons, 750 h.p., 4 guns, Commander G. A. Giffard, Singapore.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Khiva	Bombay	February 13th	P. & O. S. N. Co.
City of Peking	San Francisco	February 15th	Pacific Mail S. S. Co.
Highfield	London	February 15th	Russell & Co.
Yangtze	Marseilles	February 16th	Messageries Maritimes
Japan	Calcutta	February 16th	D. Sassoon, Sons & Co.
Pannadice	Port Darwin	February 17th	Russell & Co.
Prometheus	Liverpool	February 18th	Butterfield & Swire.
Bentley	Singapore	February 19th	Gibb, Livingston & Co.
Parthia	Vancouver	February 20th	Adams, Bell & Co.
Arabic	San Francisco	February 26th	O. & O. S. S. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Shannon	P. & O. S. N. Co.	Feb. 27th, at noon.
London, via Suez Canal	Glenaglo	Jardine, Matheson & Co.	Feb. 15th, at 4 p.m.
London, via Suez Canal	Dardanus	Butterfield & Swire.	About Feb. 15th.
Marseilles, via Saigon, &c.	Melbourne	Messageries Maritimes.	Feb. 20th, at noon.
Bremen, & Ports of Call.	Braunschweig	Melchers & Co.	Feb. 17th, at 10 a.m.
New York	Starline	Adams, Bell & Co.	February 18th.
San Francisco, via Y'hama	Arabic	Pacific Mail S. S. Co.	Feb. 21st, at noon.
San Francisco, via Y'hama	Arabic	O. & O. S. S. Co.	Mar. 3rd, daylight.
Vancouver, B.C., via A. & C.	Arabic	Adams, Bell & Co.	Feb. 15th, at 4 p.m.
Sydney, &c., via Singapore	Taiyuan	Butterfield & Swire.	Feb. 20th, at 4 p.m.
Port Darwin, &c.	Arabic	Melchers & Co.	About Feb. 17th.
Sandakan, Kudat, &c.	Phra Chom Kiao	Yuen Fat Hong	Feb. 15th, at 8 a.m.
Bangkok	Ancona	P. & O. S. N. Co.	Feb. 16th, daylight.
Yokohama, via Waki, &c.	Khiva	P. & O. S. N. Co.	Feb. 23th, daylight.
Yokohama, via Waki, &c.	Cardiganshire	Gibb, Livingston & Co.	About Feb. 20th.
Nagasaki, Kobe, &c.	Benedict	Messageries Maritimes.	February 20th.
Kobe and Yokohama	Yangtze	Butterfield & Swire.	February 20th.
Shanghai, via Amoy	Prometheus	Butterfield & Swire.	To-morrow, at 4 p.m.
Shanghai	Antenor	Jardine, Matheson & Co.	Feb. 15th, daylight.
Shanghai	Vikang	P. & O. S. N. Co.	Quick despatch.
Shanghai	Pekin	Siemssen & Co.	Feb. 15th, at 4 p.m.
Shanghai	Amoy	Wo Kee & Co.	Feb. 16th, at 4 p.m.
Saigon	China		

Intimations.

INTIMATION.

F. Blackhead & Co.,
 SHIP-CHANDLERS, SAIL-MAKERS,